

Today's Advertisements.

THEATRE ROYAL, CITY HALL.

THREE MORE PERFORMANCES ONLY.

TO-NIGHT (WEDNESDAY), THURSDAY AND SATURDAY, 6th, 7th and 9th December.

MADAME

KONORAH THE MODERN VIOLET AND MISTRESS OF MYSTERIES AND COMPANY OF FIRST CLASS ARTISTS.

CHANGE OF PROGRAMME EACH NIGHT. MORE MARVELS. MORE WONDERS. MORE SURPRISES.

Doors open 8.30 P.M. Commence 9 P.M. PRICES—Dress Circle and Stalls 5s, 4s, 3s. Soldiers and Sailors in Uniform 2s. 6d. Booking Office—ROBINSON ROAD, Gz. Hongkong, 6th December, 1899. [1487]

PUBLIC AUCTION.

THE Undersigned will sell by PUBLIC AUCTION, (FOR ACCOUNT OF WHOM IT MAY CONCERN), ON

FRIDAY, the 8th December, 1899, Commencing at 11 A.M. At the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon, 103 Cases SUNDRY JAPANESE GOODS, All more or less damaged by Fire and/or Water &c. &c. &c.

On View at the Place of Sale. TERMS OF SALE:—As customary. PAUL BREWITT, Auctioneer.

Hongkong, 6th December, 1899. [15072]

HONGKONG BENEVOLENT SOCIETY.

A GENERAL MEETING of the above Society will be held on WEDNESDAY, the 20th instant, at 12 o'clock (NOON) in the CITY HALL.

The Public are invited to attend. M. FORBES, Hon. Sec. Hongkong, 6th December, 1899. [15042]

FOR MANILA. (Taking Cargo at through Rates for LLOILO and CEBU.

THE Steamship "VENUS," Captain D. Innes, will be despatched as above on SATURDAY, the 9th instant, at Noon.

For Freight or Passage, apply to BRANDAO & Co., Agents. Hongkong, 6th December, 1899. [14954]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI. THE Company's Steamship "TAIWAN," Captain Harder, will be despatched as above on SATURDAY, the 9th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 6th December, 1899. [15014]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship "YUENSANG," Captain P. H. Rolfe, R.N.R., will be despatched as above on MONDAY, the 11th instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 6th December, 1899. [15064]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "ARRATON APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after the 8th instant, at 4 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Wharfedale.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by DAVID SASSON, SONS & Co., Agents. Hongkong, 6th December, 1899. [15054]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Port, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Underclothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1899. [493]

Intimation.



A. S. WATSON & Co., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

BRANDIES.

A.—Hennessy's Old Pale, Red Capsule - - - - - \$18
B.—Superior Very Old Cognac Red Capsule - - - - - \$21
C.—Very Old Liqueur Cognac \$24
V.O.—Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule - - - - - \$36
V.V.O.—E.—Finest Very Old Liqueur Cognac, 1862 Vintage - - - - - \$48

All our Brandies are guaranteed to be pure Cognac, the differences in price being merely a question of age and vintage.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

A. S. WATSON & CO., LIMITED.

QUEEN'S ROAD, CENTRAL.

DEATH.

At Livermore, California, U.S.A., on the 23rd October, WILLIAM, aged 42, eldest son of James Greig, wool broker, Glasgow, and formerly of Singapore.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, DECEMBER 6, 1899.

REUTER'S TELEGRAMS.

THE WAR.

Transport Ashore.

LONDON, December 4th.

The Transport *Isore* with the 63rd Battery of Artillery, the 9th Medical Company and a portion of the 10th Hussars on board, is ashore in St. Helena Bay, Cape Colony. The troops have all been landed but the horses remain on board some difficulty being experienced in landing them. Assistance has been sent.

Kimberley.

An official despatch from Kimberley 30th November, states that the Bechuana and police captured the enemy's lancer at West Kimberley on the 28th November. Search light communication between Kimberley and Modder River has been established. General Kelly-Kenny commands the sixth division.

The War.

LATER.

No accounts have been received from Generals Methuen or Buller since the operations of the 28th November. It is supposed that General Buller's first operation will be the forcing of the passage of the Tugela river.

News from Ladysmith, dated 25th November, states that the Boers' bombardment has lately done much more damage. The Liverpool regiment and the remnant of the Gloucesters lost 11, in killed and wounded yesterday and several civilians and police were also killed and injured. The Boers are probably 10,000 strong. The health of the troops is good but they are impatient of the delay.

News from Estcourt, 30th November, says that a released prisoner who has come in states that 15,000 Boers with 15 guns are holding Colenso under the command of General Joubert.

Details of the Modder River fight state that 1,000 Boers held a splendidly prepared position to the Northward of Modder River. After 5 hours shelling from an invisible enemy the infantry advanced and encountered a devastating fusillade from the opposite bank and the dry bed of the river. The troops never flinched and were lying down for hours exposed to an unceasing fire. Finally, at dusk, the Guards on the right, and the Argyles on the left, forded the river. The Boers evacuated the position during the night. The Boers shelled the ambulance wagons and wounded many of the men who were under treatment.

WEATHER REPORT.

The Observatory report says:—On the 6th at 11.55 a.m. barometric changes are slight. Pressure is highest over China, and low, apparently, between Formosa and Japan. Gradients slight, with moderate monsoon on the coast and in the N. part of the China Sea. FORECAST:—Moderate N. winds; fine.

LOCAL AND GENERAL.

H. M. cruiser *Hepione* arrived at Singapore on the 27th ultimo.

A RECEIVING order has been made against the Earl of Yarmouth for a hosier's bill amounting to £74.

THE Hon. Mr. Parsons, President of the Junior Engineers, recently said it was possible to build a cruiser with a speed of 44 knots on the turbine system.

Lord Charles Beresford, on Russian authority, states that if the British fleet had gone to Port Arthur when it was leased to Russia, the Russian fleet had orders to withdraw.

Two German scientists, Drs. Friedlander and Ewers, are at present in Colombo, where they will stay for about a month, subsequently coming on to Singapore and the Malay Archipelago.

We regret to hear that Mr. W. W. Skeat has had such a bad time of it in the Malay Peninsula with the scientific expedition, that he has contracted wet beri-beri and has had to go into hospital in Penang.

We are requested by Messrs. Deacon and Hastings to inform our readers that the sale by auction by Mr. G. P. Lammert of sub-section 6 of Sec. A of the L.L. No. 1—advertised for tomorrow, is indefinitely postponed.

As the *Shanrock* has failed to win the America Cup this year, it is stated that Mr. W. H. Lever, the millionaire soapmaker, of Port Sunlight, near Birkenhead, will next year enter the lists on behalf of the old country.

The Konorah Company will understand after their visit here proceed to Canton where they will give a special entertainment at the Club Theatre, for one night only. They will arrive in Canton on Sunday afternoon and intend giving an entertainment on the following Tuesday the 11th inst.

THE Hongkong Football Club will play the Hongkong Engineers Club on Saturday at Causeway Bay. Kick-off at 4 p.m. The Engineers will play as follows:—Moore, goal; Lapsley and Dyer, full backs; Ritchie, Wilson and Henderson, half backs; Galt, Henderson, Smilie, Tucky and Duncan, forwards.

We have received a very interesting and useful publication from the Nippon Yusen Kaisha Co., which is intended to be of assistance to travellers who, intend to or are visiting Japan, it is entitled "Handbook of information for shippers and passengers by the steamers of Nippon Yusen Kaisha," and is a 120 page volume, well written and profusely illustrated, with well chosen views of various ports touched at by their excellent line of steamers. We should recommend its perusal to tourists, as likely to afford them much useful information en route.

A MEETING of the Sanitary Board will be held on Thursday, 7th December, at 4.15 p.m.

ORDER OF THE DAY.

The Vice-President, pursuant to notice, will move—That a Sub-Committee of the Board be appointed consisting of the Medical Officer of Health, Mr. Edward Osborne and one other member to be nominated by the President, to consider and submit recommendations for the formation by Government of a Trust to be endowed with a percentage of the assessed Taxes, and of the premia on Land sales, and with suitable waste lands, or otherwise, and to be charged with the duty, and invested with the power, of carrying out sanitary improvements in the City of Victoria, especially in the matter of the abolition of insanitary areas and of overcrowding.

AGENDA.

1. Proposed destruction of rats, as being propagators of Bubonic Plague.
2. Correspondence re the cremation of the bodies of Hindus.
3. Five applications for licences to keep goats and swine.
4. Three applications for exemption of houses from lime-washing and cleansing.
5. Report that Pokfulam Dairy is free from Rinderpest.
6. Slaughter of certain cattle which were infected with Rinderpest.
7. Proposed alterations of certain pork into vegetable stalls Central Market.
8. Construction of a home for quarantined dogs at Hungbom.
9. Mortality Returns from Macao for the week ended 12th November, 1899.
10. Mortality Statistics for this Colony for the weeks ended 25th November and 2nd December, 1899.
11. Report by the Medical Officer of Health on deaths from Beri-Beri during the current year.

EXCISE OFFICERS MURDERED.

Yesterday afternoon an opium warrant had to be executed at a Chinese village between Kowloon City and Lyemun. Private Evans, R.W.F., now serving as a special constable in the New Territory, along with two excise officers was sent to execute it. On arrival at the house he went in and, finding illicit opium, arrested one man. The master of the house, however, ran out and incited the villagers against the constables and a general attack was made. Evans, wishing to frighten them, fired a shot from his revolver into the air, when a native, knocked it out of his hand, while other natives attacked them with bamboos and stones. Evans managed to get his weapon again, and kept them at bay by firing at their legs until he had emptied his chambers when he retreated into the water up to his hips, loaded again and had another go at them. By this time they began to be afraid of him and retired. He was able to get back to the police station and returned with assistance, when they found the excise officers had been either stoned to death and then thrown into the water or else drowned. Evans so severely wounded one man that he died in hospital this morning. The Opium Farmer is offering a reward to those who will come forward and help to arrest the murderers of his men.

THE FUND.

Dear Telegraph, I'm glad to see you've sent the dubs along to the London Daily Mail, its fully worth the price you had to ante up to publish Kipling's song—Which should spread to all the corners of the earth. We're rather apt in Hongkong to think too much of self. To gloat upon our dollars' growing pile, To forget the trials of others in the frantic race for wealth. But Kipling's song should make us pause awhile.

There are some amongst us needy, there are some amongst us poor, But here the pinch of poverty's not known Like it is in dear old England, when the wolf is at the door. And Tommy has been ordered off from home. Let every mother's son of us give what he feels he can. And the rest give what, perhaps, they feel they can't. Show Kipling that we've read his song and paid up to a man. For Tommy's wife, his kiddies and his aunt.

Why can't we raise a concert and, recite old Kipling's song, And pass the hat around for Tommy's whelps? I don't suppose that K. would mind or greet with language strong. The use we'd put it to—each little helps. Let us put collection boxes in the churches and the pubs. The kids and widows fund can know no creed—And a drunkard from a drunkard will go as far, As from a "plaster saint," in time of need.

When we give a dinner let us have a box placed by the door, And the boy, when handing sherry to a guest, Can pop a Kipling's poem in his hand, and, you are sure, The hostess with the box'll do the rest. Why not charge a modest ten-cent-piece to view a football tie, And for polo games extort a nimble dollar? It would swell the fund and make it grow—result? why, bye and bye. A Tommy's kid from hunger will not holler.

I don't know how to put my thoughts in words, they will not flow. As I'd like them to in making my appeal, He'd not felt the pinch of poverty and so we cannot know. The pangs that Tommy's wife and kids will feel. I want to stir the public up and rake the dollars in. So I write to you this letter as a feeler, If it adds another dollar to the widow's pile of tin It will serve the ends of truly yours, plain. GLAH.

SUICIDE OF SERGT. HEALY.

This afternoon at the Magistracy, before Mr. Gompertz and a special jury an enquiry was held into the circumstances attending the death of the late sergeant William Healy, 25th Co., E.D.R.A.

Inspector McNab had charge of the case. The following gentlemen composed the jury:—Messrs. T. R. Michael, W. Pemberton and J. Francisco Leon.

Captain Bewley, R.A.M.C. and Captain Shephell, R.A. sat on the bench with the Coroner.

B.S.M. Power, R.A., said he had seen deceased on the morning of his death. Witness had been ordered to take him to a bunk under arrest and placed him in charge of Corpl. Keeper, giving him instructions not to leave his prisoner. At 5 minutes past 12 Witness was informed by a gunner that deceased had shot himself. On proceeding to the bunk he saw Sgt. Healy resting on the bed with his head on the head-board. A Q.M. Sergeant was supporting him.

Lieut. Castle R.A. said he was on duty as orderly officer on the day in question. He had put deceased under arrest for "drunk on duty." He could not swear that deceased was ordinarily a temperate man.

John Lowry B.S.M. R.A., stated that on the 25th ultimo, at 11.30 a.m., he had visited the bunk in which Sgt. Healy was confined, and reported on his condition. He found deceased lying on the floor. He appeared to be drunk; he reported the matter. He had known deceased since last May; he could not say that he was drunk and incapable.

Q. M. S. Clark, R.A., said that on the 25th ultimo, at 11.45 a.m., he saw Sgt. Healy inside the bunk where he had been confined under arrest. He was confined in a N. C. O.'s room; he did not see him again until he heard a shot fired, on which he went into the room, accompanied by Corpl. Keeper, and found deceased sitting on the bed. He had shot himself to the best of witness's belief he was dead. He immediately sent for the doctor, who, after arrival, ordered the door to be locked. He noticed a slight wound on the top of deceased's head. The carbine with which he had shot himself was lying on the floor. Four carbines are kept in the room; he could not say where he got the ammunition from, but there was some in the room. The room is really part of his storeman's sleeping berth. The cartridge with which deceased shot himself was a service one, different to the ammunition in the room; he could not say where the cartridge was got from. Captain Wallace had afterwards inspected his ammunition store and found that none was missing. Deceased had been in hospital with a bad foot for about a month and a half, but had come out about a fortnight before. Deceased was a married man, with a wife in the Colony, but had no family. A N. C. O. is not usually searched when put under arrest, a private is. He had seen the body at the public mortuary on the following morning; he could say that it was the body of Sgt. Healy.

By Mr. Michael, the other carbines in the room were not loaded; he was certain of that as they were cleaned every morning by the storeman.

Case proceeding.

THE MISSING STEAMSHIP "HUPEH."

News has at length come to hand which settles the fate of the *Hupoh*. This ship has been overdue for several weeks and has caused much anxiety. It is now, however, certain that she has been wrecked, we understand, off the coast of Luzon, South of Manila. All the Europeans on board were saved, but a number of the Chinese were lost. It is reported that the captain and crew were obliged to take to the boats in which they were, for several days floating at the mercy of wind and waves with an inconsiderable supply of food and water.

BAZAAR AT ST. ANDREW'S HALL.

A Bazaar was held in St. Andrew's Hall yesterday by the Sisters of the French Convent, assisted by a number of Hongkong ladies, for the purpose of raising funds for the Chinese orphans under their care.

The Bazaar was well attended and the floral decorations, lavished with an unparalled hand upon the tastefully arranged stalls, rendered the otherwise sombre Hall a very attractive picture. During the afternoon the Bazaar was thronged, principally, of course, by ladies, though a good sprinkling of gentlemen ventured to put in an appearance. The band of the Hongkong Regiment, added to the enjoyment of the visitors by their well chosen musical selections, which seemed to be especially appreciated by the crowd of children—the charges of the Sisters—who were paraded round the Hall during the afternoon. At times, however, the place was, really uncomfortably crowded and demonstrated the need of holding these increasingly popular bazaars in a more spacious room.

The ladies who presided at the stalls seemed to be past mistresses of the craft and, in fact, the venturesome gentlemen who had the temerity to "face the music" managed to escape from their charming persuasiveness empty handed. In fact to pass through that bazaar, unscathed by the gentle seductions and allurements of the fair presidents, required a stern resolution; which should fit the unhappy possessor for a position as either a burglar, or a Capt. Supt. of Police. The following were the fair presidents: Miss Shepherd, Miss Stopani, Mrs. Tomes, The Misses Powell, Mrs. Powell, Madame Volpicelli, Mrs. Marty, Miss M. Bain, Mrs. Morris, Mrs. Lawson, Mrs. Hawley, Mrs. Jackson, The Misses Heston, Mrs. Francis, Mrs. Ormsby, Mrs. Hastings, Mrs. Pigot, Mrs. Laus, Mrs. Siebs, Miss Heidelberg, Miss Heermann, Mrs. Heermann, Mrs. Forbes, and Mrs. Shepherd, and the following ladies presided at the refreshment table, dispensing the "cup that cheers &c." at popular bazaar prices: The Misses May, Miss Dickson and Miss Vernon.

SHOOTING.

H.M.S. "ENDYMION" & ROYAL ENGINEERS RIFLE CLUB.

Teams from the above fired a friendly match at Stonecutters on Saturday last, 2nd instant. It was intended to fire at 200, 500 and 600 yds., but owing to the heavy showers that came on just at the conclusion of firing at 500 yards, the light became so bad that it was impossible to complete the longest range. Service targets, positions, and marking as for class firing were used during the match. Below are the scores:—

	200	500	Total.
Sgt. Bowers	26	35	61
Ar. Sgt. Blair	23	26	49
C. S. M. Wallace	26	23	49
Q. M. S. West	21	26	47
Corpl. Jenner	24	21	45
" Hills	24	20	44
" Jones	21	22	43
" Ledingham	21	19	40
Total	186	182	368

H.M.S. "ENDYMION."

	200	500	Total.
P.O. Shannahan	26	24	50
" Cox	24	24	48
" Goskin	24	24	48
" Frith	23	21	44
Sgt. Bell	21	23	44
P.O. Luer	21	21	42
" Isaac	22	20	42
Pt. Hayward	22	19	40
Total	182	176	358

ITEMS OF INTEREST FROM HOME PAPERS.

Price of Iron.

The price of iron still keeps high and is likely to go up; sellers making no reduction when orders are booked for months in advance. Some consumers have already secured their requirements for 1900.

Clever Swindler Caught.

Some little time ago, we gave the report of the clever frauds perpetrated by a man named Gordon, who advertised in the Continental papers for men, used to the care of horses, to be sent to the Transvaal, for the British government. Each applicant received thousands of small sum to him. Gordon received thousands of applicants and made a fine haul. When some foreigners, however, called at his house, it was discovered that Gordon had decamped. He has since been arrested by Sgt. Carlin after a desperate struggle and it has since transpired that he is wanted in Paris for having defrauded a gentleman of 50,000.

The Late Miss Florence Nightingale.

The *Morning Leader* devotes nearly a column to a eulogistic biography of the late Miss Florence Nightingale, the Soldiers' Heroine. Her father was a wealthy Hampshire squire, and she was born 70 years ago in Florence, whence she name. From her earliest maidenhood she devoted herself exclusively to the suffering and unfortunate, for which purpose she studied in the hospitals of London, Dublin, Edinburgh, and Paris, perfecting her medical education at the Kaiserwerth in Germany. Seeing the hardships of our soldiers caused by the inadequacy and mismanagement of our hospital service in the Crimea, she volunteered her services and organized the corps of lady nurses, to whom, even to the present day, many a soldier will turn with grateful remembrance of kindnesses performed by them while he was laid on a bed of sickness. Her noble work during the war is familiar to everyone, the following incident, however, has perhaps escaped notice, but will show how much her efforts were appreciated by the nation and military authorities alike, at that time:—

"After the war Lord Stratford de Redcliffe, who had perhaps himself acquired as much reputation from it as any man, gave a dinner to officers who had been engaged, and the close invited each guest to write on a slip of paper the name connected with the war which would survive in future ages. All, without exception, wrote the name of Miss Nightingale. The war over, she returned home, a martyr of charity, to pass the rest of her life as a hopeless invalid as the result of her self-imposed labours. The article pathetically concludes:—

Now she has gone, but asking her sheaves of good such as it is given to few to accomplish. We can only add, and we are sure all British soldiers will concur, that by the death of Miss Florence Nightingale England has lost one of the finest women she has ever had the honour of

calling daughter, and the soldier loses one of his truest friends.

American Ladies' Sympathy.

We recently reported that the American ladies had held a meeting and decided to provide a hospital ship for the troops in the South Africa. The difficulty was to get a ship that could be "fitted up" and despatched to the seat of war with the least possible delay. This difficulty, has however, been satisfactorily overcome by the magnanimous offer of the American Transport Line Company to fit out and complete the hospital ship *Albatross*, which not only is a magnificent ship but requires very few alterations which can be effected in a few days. The Company offer her with crew, coal and everything complete for as long as she may be required. The ladies have decided that money can only be accepted from Americans, but, as time is precious, supplies and assistance will be gratefully accepted from any quarter. Blankets enough to supply a town have already been offered; and several large London firms are providing special necessities. Doctors in large numbers have also volunteered, the selection of whom the ladies are going to leave to the Secretary of War. Up to November 4th the amount received in cash totalled up to £9,500, besides which many firms have offered assistance, one giving 2,000 hospital shirts, another water and air beds, and Mrs. Whitehead Reid is sending four trained nurses, who have served in Cuba, the Atlantic Transport Co. bringing them over free of charge. Warehouses at the Docks are also lent free.

A unique Review.

Eleven stein sappers, (R.E.F.) commonly known as traction engines, or at Kowloon Docks as No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340,

Missing.

Thirty-nine Dublins and four blue-jackets are missing at Estcourt, but the number of the Natal Volunteers is still unknown.

News via Lorenzo Marquez.

LORENZO MARQUEZ, 17th November. News from Ladysmith, dated the 16th, states that the town was shelled throughout the night and day, and the garrison was hard pressed. Four thousand Boers have joined the Estcourt command at Ennersdale to meet the British relief column.

Tugela Bridge has been destroyed. The Portuguese are erecting fortifications on the border.

Six hundred Free Staters, with two twelve-pounders, entered Alval North on the 14th, and have hoisted the Republic's flag, declaring the town and the district part of the Free State.

Trustworthy reports say that the Free State commandos generally are in motion along the Orange River, and important developments are expected.

A Narrow Escape.

BOMBAY, 18th November.

Lieutenant Brooke, of the 9th Lancers, narrowly escaped capture while scouting during a reconnaissance at the Orange River on the 10th. His horse was shot under him, and a bullet went through his helmet. The British artillery shelled the enemy behind the ridges, drawing a heavy rifle fire on the Northumberland Fusiliers. The scene of the fight is forty miles south of Kimberley. The enemy are very strong, and will require a strong force to dislodge them.

The Captured Train.

CALCUTTA, November 18th.

A special London telegram to the *Englishman* states that the capture of the armoured train from Ladysmith near Colenso, and the capture or slaughter of the greater number of the combatants aboard, occurred under the following circumstances:—The enemy, in considerable numbers, were hiding in the scrub near Chieveley, where they had pulled up some rails. They then trained their guns on to the spot, and the moment the train came off the line, a terrific fire was poured in and almost overwhelmed it. The crew of the train made a gallant stand. Mr. Winston Churchill admirably seconded the efforts of the Regular officers.

Methuen's Advance.

LONDON, November 18th.

General Methuen and his staff arrived at the Orange River on the 12th.

Khamu.

The Boers who attacked Khamu were accompanied by armed natives. Khamu has sent a regiment to Selukive and another to Melclouts. The intervention of Khamu introduces a new factor in the war as hitherto it was hoped that no natives would join.

Near Estcourt.

400 Boers have joined the commandos at Ennersdale, near Estcourt. One of the bridges over the Tugela River has been destroyed.

Boer Despatches.

Boer despatches from Ladysmith are beginning to reach Lorenzo Marquez. The latest describes a severe cannonade as taking place on the 14th, in which the British apparently got the best of it, and adds that heavy fighting has taken place between the Free Staters and the British to the south of Ladysmith, the result of which is unknown.

Sortie from Ladysmith.

A telegram from Estcourt, dated the 17th, states that a runner has come in from Ladysmith with news from Sir George White that all was well there, and that the Boer shells were ineffective. Sir George White made a sortie, and drove the Boers from their big guns without any loss to the British. The town is quite healthy. The *Times*, in a telegram from Estcourt, confirms the news of the sortie made by the Colonials from Ladysmith, and Reuter adds that the runner who left Ladysmith on Wednesday afternoon states that in the successful sortie by the British, on Tuesday, the Boers lost five killed and two wounded. The Boer despatches confirm the news that the great Tugela bridge has been destroyed. Further details from Ladysmith state that the Boers endeavoured to make their investment of the town closer, but they were repulsed. Sir George White then made a sortie and drove the Boers from their advanced positions, inflicting on them heavy loss. It is reported that the enemy there is becoming seriously short of provisions.

Reinforcements.

The transports *Mongolian*, *Pavonia*, *Jamaican*, *Cephalonia*, and *America* have arrived at Cape Town. Some of the transports will land their troops at Cape Town, and others at East London, and others in Natal. The Press censorship, however, conceals the movements being made by troops.

Attempt to rush Estcourt.

The Boers attempted to rush Estcourt to-day, and were supported by their artillery, but the fire of our naval guns and volleys from the Dublins promptly repelled them. All details regarding Col. Methuen's column assembling on the Orange River are suppressed, but it is known that they will march as light as possible.

Jack's the Boy.

LONDON, November 10th.

Details from Estcourt of the attempt made by the Boers on the 18th instant to rush the place, state that the enemy advanced quite confident of an easy victory in face of the Dublin Fusiliers' volleys, when suddenly a shell from the naval gun burst in the middle of the crowd of Boers, who doubled back helter-skelter, never dreaming that the British possessed a long-range gun at Estcourt.

Prisoners.

The prisoners from the armoured train, including Mr. Winston Churchill, have been sent to Pretoria.

The Relief of Kimberley.

Reuter wires from the Orange River on Thursday that arrangements are completed for the advance on, and relief of, Kimberley. General Lord Methuen is only awaiting details. The Scots Guards and one battalion of the Coldstreams have arrived. The other, with the Grenadiers, is expected shortly. A Naval Brigade joins the Corps.

Defence of Ladysmith.

CALCUTTA, 20th November.

A special London telegram to the *Indian Daily News* states that at Estcourt, which has been so gallantly defended, and from which the Boers have been more than once repulsed, General Bullard is now commanding, and

his little force is being extremely well handled and employed. The resistance which the enemy are experiencing in this quarter has seriously interfered with their original plan of a full concerted assault on Ladysmith. The pluck, aggressiveness, and resource of the garrison are puzzling as well as disconcerting the Boers, and are materially relieving the pressure at Ladysmith until the arrival of reinforcements, which are hourly expected.

A V.O. for Mr. Churchill.

The extreme gallantry of Mr. Winston Churchill, in the disaster which befell the armoured train at Chieveley, is a theme of universal admiration, and, on his release from the hands of the Boers, who are said to have sent him to Pretoria, it is expected that an attempt will be made to relax the rules of the Service and so allow of the Victoria Cross being conferred upon him. The ex-Hussar practically took charge of the wounded in the escape from the wreck, and directed the retreat with great skill and intrepidity. When the convoy was safe beyond the rifles of the Boers, he determined to return to the assistance of the wounded who had been left behind; and, seizing a rifle from a wounded soldier, he made him a conspicuous object for the Boers, who swarmed round him and made him a prisoner. Captain Haldane was also conspicuous by his gallant conduct on this occasion. Despite the tenderness of a wound received at Elandsburg, from which he had not quite recovered, he was in the thick of the fray, encouraging the men in fighting against tremendous odds; and it was only after he had been disabled by a serious wound in the shoulder that the Boers succeeded in capturing him.

Methuen's Brigade.

BOMBAY, 20th November.

A *Bombay Gazette* cablegram states that on the 5th November the Guards Brigade arrived at the Orange River, and marched to their station quarters. The men are in high spirits and fit. Lord Methuen is exercising the troops at night marches.

In Cape Colony.

LONDON, 20th November.

The Boers have crossed the Methuine Bridge at Norval's Pont and occupied Colenso, in Cape Colony, thus suspending the trains to Naauwpoort. Trains proceeding to De Aar have been stopped at Krakul. The British force at Colenso has been withdrawn and concentrated southwards.

Dr. Leyds' Methods.

The *Daily News* describes Dr. Leyds' method of nobbling the Continental Press. He spends £10,000 monthly in Paris.

The Hon. J. Lowther sat upon.

The Hon. James Lowther has condemned the war as a capitalist job, but the *Daily News* proves that it was nothing of the kind.

Wireless Telegraphy.

Captain Kenney, with a company of Sappers, has started for the Cape. The Sappers will take the necessary apparatus for utilising Marconi's system of wireless telegraphy.

Artillery for the Cape.

To-day some specially mounted 12-pounder quickfiring guns and new 15-pound quickfiring guns with 400 seamen and gunners left Portismouth for the Cape.

Boer Committee in Paris.

The French police are shadowing a Boer Committee which has been formed in Paris.

From Dutch Sources.

THE HAGUE, November 20th. The Boer force in Natal has been reinforced by 4,000 men to keep the British reinforcements in check. General Buller has refused to allow Colonel Schiel, the German prisoner, freedom of movement, although the latter had given his word of honour not to attempt to escape. There are now fourteen hundred British prisoners at Pretoria. The situation at Ladysmith is mysterious. Vague rumours of British attempts at relief are current. The column to relieve the garrison is not expected to be ready until the 18th December.

M. PAVLOFF ON RUSSIA AND JAPAN.

M. Pavloff, the Russian Minister in Korea, has arrived at Washington. He declares that there is no basis whatever for the reports that there is a conflict between Russia and Japan regarding Korea. Both Powers, he says, have entered into a twofold compact to maintain the independence of Korea.

AN UNWISE SCHOOLMASTER.

HE SUES THE STRAITS.

Recently, an action brought by the Crown Agents for the Colonies against Mr. Henry Hoyle, an assistant schoolmaster, of Fleetwood, to recover money under an agreement, was heard before Mr. Justice Mathew and a special jury. Defendant denied liability on the ground that he was induced to enter into the agreement by a misrepresentation. It appeared that in the early part of 1897 the plaintiff advertised in the *Schoolmaster* for two assistant masters to proceed to the Straits Settlements, and stated that the selected candidates would have to enter into a contract to serve for three years at a salary of \$100 per month, with an additional of \$15 if quarters were not provided. Defendant applied for one of the vacancies, and received a printed circular which stated, amongst other things, that if he left the service of the plaintiffs before the expiration of his term of three years, he would have to refund the amount expended in providing him with a free passage out; that the value of the dollar varied in accordance with the rate of exchange; and that for the purposes of payment in this country of leave pay or pension allowance, the value of the dollar should be reckoned in the former instance at 4s, and in the latter at 3s. 8d. Defendant said this statement led him to believe that the value of the dollar in the Straits Settlements would be about 4s, and that in consequence he accepted one of the vacancies. When, however, he reached Singapore, he found that the value of the dollar was only 3s. 11d., and as he was unable to pay his way, having regard to the cost of living in a tropical climate, and the fact that he had to refund to the Government £79 expended upon him while he was at the training college, he resigned his appointment and returned to this country. He submitted that the agreement was void, and that the plaintiffs were not entitled to recover. The plaintiffs, on the other hand, urged that there had been no misrepresentation on their part; that the agreement between them and the defendant was perfectly clear. The jury found a verdict for the plaintiffs for the amount claimed, £31 odd.—*Straits Times*.

JERUSALEM.

WHY HAS THE STOCK FALLEN?
WHAT THE DIRECTORS SAY.

Since there have been many runouts in the market, during the last day or two, about the shares of the Jebebu Mining and Trading Company, Ltd., says the *Straits Times* of 27th ultimo, it seems proper to state the following facts which have been obtained by enquiry from Mr. Joagum, the Chairman of the Company, and Mr. Reid, a director.

After numerous unexpected and accidental delays with machinery—the delays that seem to take place everywhere from Raub downwards—it was expected to have started crushing, the services of an experienced tinsmith, a highly-technical officer, had been obtained; and he arrived. When he arrived he said in substance, "But where is the water for the tinsmithing? This water supply that you show me will not keep us going for more than four hours out of the twenty-four." There followed telegrams and letters, and it is to be feared there may follow recriminations, since the Board will ask certain explanations from persons on the spot. Meanwhile, the Board has ordered, and we think, have despatched the most powerful steam pump to be had in Singapore with two boilers, to work it; and with that steam pump they propose to take water from an adjoining river, the pipes to connect the dressing house with the river having also been sent. There is unlimited water in the river. This arrangement will suffice temporarily, at all events; although, if additional heads of stamps are to be put down, further outlay will not be without being required either for more pumping machinery or for obtaining additional water by gravitation and by constructing additional reservoir accommodation. As the funds of the Company openly and admittedly were only sufficient to last them until crushing began, without further outlay on machinery, it is not improbable that additional capital may have to be raised. "If that should be necessary, the directors do not anticipate any unreasonable difficulty in obtaining it, although the situation is slightly complicated by the fact that, just at this particular moment, the local market has disappeared. However," said Mr. Reid, said affably to the reporter, such disappearances are a part of the habit and nature of lodes, which like to be run after like ladies.

"But if, after running, you cannot find them?" said the reporter.

"Go to," said Mr. Reid. "If you had commanded Kimberley, it would have been surrendered to the Boers."

FEDERATED MALAYA.

THE GOVERNOR'S IMPRESSIONS.

The annual reports on Federated Malaya for 1898 have been laid before Parliament. They were forwarded to the Secretary of State by the Governor along with a covering despatch. After noting the more stirring portions of the reports, the Governor concludes that the Residents' reports furnish a full account of the year's work, and will only add an expression of my appreciation of the loyal manner in which they have worked together, under the Resident-General's direction, to further the interests of the Federation and those of each individual State. A very satisfactory feature in the progress of Federation is the absence of all friction between the Native Rulers of the different States and their English advisers. This is a matter which I have watched with some anxiety, as it seemed impossible to expect perfect harmony of feeling between men brought up with such different ideas and habits of thought. This satisfactory result is no doubt mainly attributable to the happy selections of the Residents who were charged with initiating the work, and to Sir Frank Sweetenham's able supervision and guidance.—*Straits Times*.

NEUFELD'S ACCOUNT OF THE DEATH OF GORDON.

One of the most interesting parts of M. Neufeld's narrative is that in which he puts together what he has been able to learn concerning Gordon and his tragic end. He gives an altogether different account of Gordon's death from that of any previous chronicler. The officially accepted story is that Gordon was speared on the stairs, practically without making any resistance. According to Neufeld's story the reverse is the truth. Gordon fell fighting with a sword in one hand and a revolver in the other, and he was not overpowered until seventeen or eighteen of his assailants had gone down before him. The following is Neufeld's story of the last day.

"Each day at dawn, when he retired to rest, he bolted his door from the inside, and placed his faithful body-servant, Khaleel Agha Orphali, on guard outside it. On the fatal night, Gordon had as usual kept his vigil on the roof of the palace, sending and receiving telegraphic messages from the lines every few minutes, and as dawn crept into the skies, thinking that the long-threatened attack was not yet to be delivered, he lay down wearied out. The little firing heard a few minutes later attracted no more attention than the usual firing which had been going on continuously night and day for months; but when the palace guards were heard firing, it was known that something serious was happening. By the time Gordon had slipped into his old serge or dark tweed suit and taken his sword and revolver, the advanced detachments were already surrounding the palace. Overcoming the guards, a rush was made up the stairs, and Gordon was met leaving his room. A small spear was thrown which wounded him, but very slightly, on the left shoulder. Almost before the dervishes knew what was happening three of them lay dead and wounded at Gordon's feet—the remainder fled. Quickly reloading his revolver, Gordon made for the head of the stairs, and when he reached the reassembling dervishes, off, darning, back to reload he received a stab in his left shoulder-blade from a dervish concealed behind the corridor door, on reaching the steps the third time he received a pistol shot and spear wound in his right breast, and then, great soldier as he was, he rose almost above himself. With his life blood pouring from his breast—not his back remember—he fought his way step by step, kicking from his path the wounded and dead dervishes, for Orphali too had not been idle, and as he was passing through the doorway leading into Gordon's room another concealed dervish almost severed his right leg with a single blow. Then Gordon fell. The steps he had fought his way—now he was dragged down were encumbered with the bodies of dead and dying dervishes. No dervish spear pierced the live and quivering flesh of a prostrate but still conscious Gordon, for he breathed his last as he turned to face his last assailant, half-raised his sword to strike, and fell dead with his face to heaven."

Mrs. Myles—I told Mrs. Styles I had heaped coals of fire on her head, and she looked worried. Mrs. Fyles—What made her look worried, do you suppose? "She didn't know whether they were on straight or not."

HARD LINES.

The *Public* asserts that the officers of the garrison of Renne are now convinced that Colonel Jouast, the President of the Court Martial, and Major de Breon were the two officers who voted in favour of the acquittal of Captain Dreyfus. Their brother officers, according to this journal, refuse to speak to them, and at the farewell reception given at the Military Club in honour of General Julliard, that officer publicly insulted Colonel Jouast by putting his hands behind him and turning his back towards him, when the President of the Court Martial advanced to bid him farewell. The Echo de Paris stated that the re-trial of the former's well-known letter beginning with the words "l'accuse," is to be postponed from the 23rd prox. the date originally fixed, to December 18.

A CHASE IN THE CHANNEL.

The capture of a barque which had run down a Lowestoft trawler in the North Sea, and left the crew to their fate, was effected off Dover the other afternoon. Information of the occurrence was received at Dover in the morning, together with a request that the Customs authorities would watch for the vessel, and make arrangements for her arrest, if possible, under a writ issued by the owners of the Lowestoft trawler *Della*, the vessel which she had sunk. The Dover Harbour tug *Lady Vita* was accordingly chartered, and lay off Dover with the Customs officers aboard, a sharp lookout being meanwhile kept from various points. The orders to the tug were to capture the barque if she should be found within the three mile limit. Shortly after noon the barque, which is the *Benziger*, of Genoa, was made out coming down Channel, but she was well outside the territorial waters. The tug chased the vessel until it was necessary for her to tack, which the captain saw would bring her within the three mile limit. The manoeuvre was entirely successful, the barque being captured to the west of Dover and towed back to harbour there under arrest. The name of the ship would have been known but for the smack *Renovation*, of Lowestoft, which saw the collision, and chased the Italian vessel until she got near enough to ascertain her name.

AMERICAN WOMEN.

PROPOSAL TO EQUIP A HOSPITAL SHIP TO SOUTH AFRICA.

The following appeal has been issued at a meeting of American ladies resident in London held recently, and presided over by Lady Randolph Churchill:

Great Britain is now involved in a war affecting the rights and liberty of the Anglo-Saxon people in South Africa, and has under arms 70,000 troops to maintain such rights and liberty.

Fifty thousand English and American men, women, and children have been expelled from the States now at war with her Majesty's Government, and are congregated at Durban, Delagoa Bay, and Cape Town.

In consequence of the inevitable results of war, together with the congested condition of these places of refuge, the dangers of approaching summer and the dreaded African fever, there will be great need of medical attendance, nursing, and nourishing food before and after the cessation of hostilities.

The people of Great Britain have by their sympathy and moral support materially aided the people of the United States of America in the war with Cuba and the Philippine Islands; and it is therefore resolved that the American women in Great Britain, whilst deploring the necessity for war, shall endeavor to raise among their compatriots here and in America a fund for the relief of the sick and wounded soldiers and refugees in South Africa.

It is proposed to dispatch immediately a suitable hospital ship fully equipped with medical stores and provisions to accommodate 200 patients for three months, with a staff of four doctors, five nurses, and 40 non-commissioned officers and orderlies. For this purpose a sum of £20,000 will be required, which it is desired to raise within a fortnight.

The appeal is signed by Lady Randolph Churchill, chairwoman; Mrs. Blow, hon. secretary; Mrs. Ronalds, hon. treasurer; 7, Cadogan-place, S.W.; the Duchess of Marlborough, Mrs. Joseph Chamberlain, the Countess of Essex, Mrs. Bradley-Martin, Mrs. Earle, Mrs. Arthur Paget, Mrs. Van Duzer, Mrs. Taylor, and Mrs. Seild.

SHIPPING REPORTS.

Captain E. J. Buller, of the steamship *Chongkong*, from Wuhu, reports—Having experienced moderate N.E. monsoon and sea to port.

Captain P. Jespersen, of the steamship *Swallow*, from Haiphong, reports—Pleasant weather throughout with N.E. winds. Passed on the 4th inst., a French mine-of-war, off Hainan Point, bound westward.

Captain E. Fey, of the steamship *Aratoun Aghar*, from Singapore, reports—From Singapore to Parcel Islands strong monsoon and high sea, fine weather, clear to overcast sky, thence to port moderate winds and sea, fine and cloudy.

Captain A. J. Robson, of the steamship *Halcyon*, from Coast Ports, reports—Tangsu to Amoy moderate S.E. gale with high sea and drizzling rain. Amoy to Swatow fresh N.E. winds, moderate sea, showery and overcast. Swatow to Hongkong moderate easterly wind and sea, fine clear weather. Vessels in Tamsui on the 2nd inst.—*Malacca Maru*. In Amoy on the 4th inst.—*Pakshan* and bark *Omega*. In Swatow on the 5th inst.—*Jason* and *Dagnair*.

NOTANDA.

CALENDAR.

DECEMBER.
Meteorological means based on fifteen years' observations to 1898.
Barometer 30.181
Thermometer 64.4
Humidity 64
Rainfall 0.985

TO-DAY.

WEATHER REPORT.
On date at 10 a.m. On date at 4 p.m.
Barometer 30.15 30.01
Temperature 69 66
Humidity 57 72
Rainfall — —

TO-DAY.

Wednesday, 6th December, 1899.
Chinese—4th of 11th moon of 25th year of Kwang-shi.
Sun—Rises 6hr. 27min.
Sets 5hr. 40min.

High water—Afternoon 4hr. 40min.
Afternoon 10hr. 15min.
Low water—Morning 5hr. 27min.
Afternoon 3hr. 35min.
ANNIVERSARIES.
460—B.C. Confucius died.
1843—Her Majesty the Queen approved of the name of Victoria for Hongkong city.
1848—East India Co.'s last servant left China.
1890—The Nippon Yusen Kaisha's steamer *Tokyo Maru* ran ashore on Mela ledge, but was raised by Capt. Drummond.
1898—Pirates attack town of Ilenoi, four persons killed.

TO-MORROW.

Thursday, 7th December, 1899.
Chinese—5th of 11th moon of 25th year of Kwang-shi.
Sun—Rises 6hr. 25min.
Sets 5hr. 40min.
Moon—In Perigee 2hr. 40min.
High water—Afternoon 1hr. 20min.
Afternoon 11hr. 27min.
Low water—Morning 6hr. 13min.
Afternoon 4hr. 35min.
ANNIVERSARIES.

1815—Marshall Ney shot.
1842—European factories at Canton destroyed by a mob.

AGENDA.

TO-DAY.

Cargo ex *Hongkong Maru* subject to rent.
9 p.m.—Performance by Madame Konorah at City Hall.

H.K.V.C. ORDERS.

5-6 p.m.—Unenrolled drummers practise.
5.30 p.m.—"D" Co., Arm Drill, at Headquarters.
6 p.m.—"E" Co., Company Drill, at Headquarters.
6-7 p.m.—Band practice.

TO-MORROW.

Sale by Auction by G. P. Lammet of Lease of Inland Lot No. 1.
9 p.m.—Performance by Madame Konorah at City Hall.

H.K.V.C. ORDERS.

5.30 p.m.—F.B., Company Drill, at Kowloon Docks.
5.30 p.m.—"A," "B," & "C" Machine Gun Cos, Gun Drill at East Point.

FRIDAY, 8th.

4 p.m.—E. & A. S. Co.'s steamer *Australian* leaves for Sydney and Melbourne.
About 4 p.m.—Polo Match (Gillies Cup)—Walwyn v. Winner of No. 2.

SATURDAY, 9th.

Noon.—T. K. K. steamer *Hongkong Maru* leaves for San Francisco.
Noon.—P. & O. steamer *Clyde* with English mails leaves for London.
Afternoon.—H.K. Volunteers take part in Tactical Exercises.
4 p.m.—Cargo ex *Renader* subject to rent.
4.15 p.m.—Football Shield Tie—"D" Coy R.W.F. v. "H" Coy R.W.F.
9 p.m.—Last Performance by Madame Konorah at City Hall.

TUESDAY, 12th.

Ocean Steamship Co.'s steamer *Idomeneus* leaves for London.

WEDNESDAY, 13th.

Imperial German Mail Line steamer *König Albert* for Hamburg.
H.K.V.C. ORDERS.
6 p.m.—"E" Co., Company Drill at Headquarters.

SHIPPING AND MAIL NEWS.

MAILS DUE.
Australian (*Airline*) to-morrow.
American (*China*) 9th inst.
English (*Parramatta*) 9th inst.
Indian (*Suisun*) 12th inst.
German (*Preussen*) 13th inst.
German (*König Albert*) 12th inst.
Australian (*Taiyuan*) 13th inst.
American (*Nippon Maru*) 20th inst.
American (*Empress of China*) 25th inst.

The steamer *Afridi* from New York left Manila this afternoon and is due here on Friday the 8th inst.

The N. P. S. S. Co.'s steamer *Monmouthshire* arrived at Yokohama on the 5th instant from Portland Oregon.

The steamer *Tosa Maru* (European Line) left Singapore for this port 5th instant and is expected to arrive here on the 11th December.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of China* left Vancouver for Hongkong on Monday p.m. 4th December via usual ports of call.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba at Kowloon Dock.
Isla de Luzon " "
Sinala " "
H.C.M.S. Hertha " "
Rokilla " "
Halatan " "
Clarin " "
H.M.S. Whiting " "
U.S. Iris " "
Powan " "
De Juan & Austria Cosmopolitan "
Holstein " "

PASSED THE CANAL.

Outward—10th November—*Siam*, *Tosa Maru*, 14th November—*Willingburg*, *Bombay Whitehall*, 17th November—*Glenfarg*, *Bengalee*, *Silinda*, *Dardanus*, *Ness*, *Annam*, 21st November—*Antenor*, *Preussen*, *Bodouin*, *Dergensen*, 24th November—*Merionethshire*, 28th November—*Caledonia*, *Alderney*, *Hitchi Maru*, *Holzatia*, *Ronneby*, *Thordis*, 1st December—*Salazie*.

Homeward—1st December—*Bayern*, *Java*, *Marle*, *Valerie*, *Orestes*, *Tonkin*.

Shipping.

ARRIVALS.
ARRATON ASPAC, British steamer, 2,870 T. Dec. 5th Dec.—Calcutta and Singapore.
28th Nov., General—David, Sassoon Sons & Co.
CHUNSAK, British steamer, 1,418 T. E. J. Buller, 5th Dec.—Wuhu—30th Nov.—Rice and Ground-Nuts—Jardine, Matheson & Co.

TEYARTON, German steamer, 1,528 T. Dealer, 5th Dec.—Saigon 1st Dec. Rice—Siemens & Co.
ROSETTA, British steamer, 2,039 T. C. Talbot, R.N.R., 6th Dec.—Yokohama 20th Nov. Mail and General.—P. & O. S. N. Co.
HAINAN, German steamer, 648 T. F. Clausen, 6th Dec.—Chelof 2nd Dec. General—Siemens & Co.
SWATOW, German steamer, 631 T. Jespersen, 5th Dec.—Haiphong 3rd Dec. and Hollow 4th, Rice—A. R. Marry.
HAILONG, British steamer, 783 T. A. J. Robson, 6th Dec.—Tamsui 2nd Dec. Amoy 4th, and Swatow 5th, General.—Douglas, Lapraik & Co.
BRISK, British cruiser, 1,770 T. Wrey, 6th Dec.—Shanghai 3rd December.

Intimations.

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&c., &c., &c.

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FINE OLD SCOTCH WHISKY.

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HONGKONG.

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THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for
T. SPURIE, DYSENTERY, DIARRHEA, HEMORRHOID and ULCERATION
of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale

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Shanghai.

12th October, 1898.

(1242)

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SUCH AS
SICK HEADACHE, CONSTIPATION,
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DUNLOP TYRES' BICYCLES - Price, £160.
A special reliable Watch made for this Climate.

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Thoroughly reliable preservative for Wood
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Sole Agents for China,
LUTGENS, EINSTAMANN & Co.
Hongkong, 17th September, 1896.

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

JEY'S
FLUID

AVOID ALL RISK OF OUTBREAK BY
ITS USE.

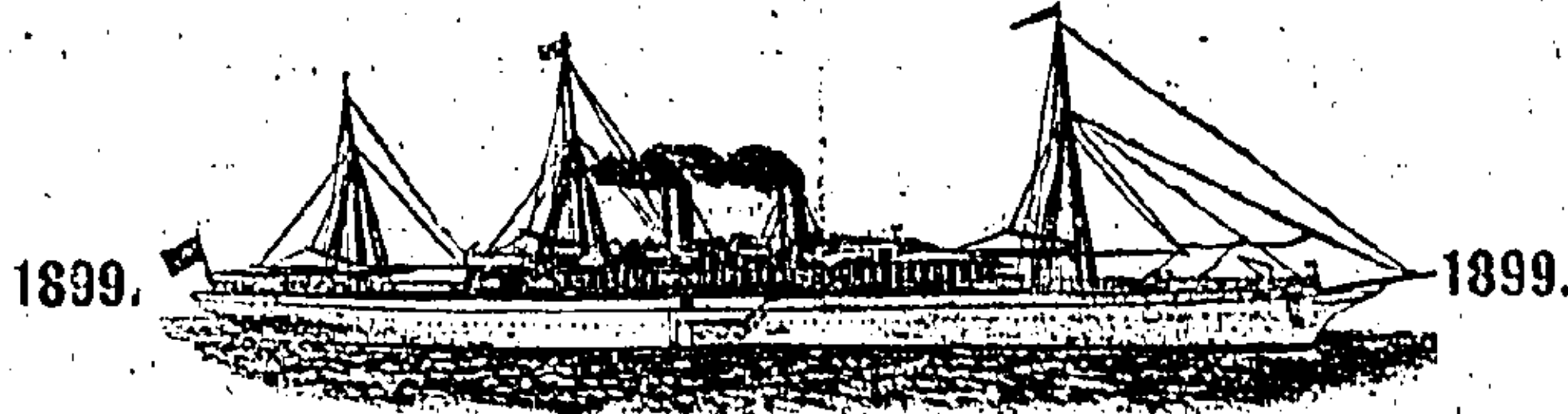
W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1897.

(11)

Mails.

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ROYAL MAIL STEAMSHIP LINE.



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THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
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(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 30th Dec., 1899
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 17th Jan., 1900
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 14th Feb., 1900.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER
(B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and
make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS
of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made
at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and
Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Fidder's Street.

Hongkong, 27th November, 1899.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON, TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,
HONOLULU and SAN FRANCISCO, THE
UNITED STATES, MEXICO, CENTRAL, and
SOUTH AMERICA &c.

Strathgyle.....\$5025 about Dec. 20
Cardiff City.....\$3002 about Dec. 31
Belgian King.....\$3379 about Jan. 15
Carmarthenshire.....\$2929 about Jan. 31

THE Steamship

"STRATHGYLE,"
will be despatched for SAN DIEGO VIA
KOBE, YOKOHAMA and HONOLULU,
on or about WEDNESDAY, the 20th instant.

Through Bills of Lading issued to any point
in the United States.

Cargo will be received on board until 3 P.M.
the day previous to sailing. Parcel packages
will be received at the OFFICE until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany cargo des-
tined to Points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.
Hongkong, 6th December, 1899. (1131)

NORTHERN PACIFIC
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.

PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO

Saint Irene.....\$3877 W. Attree... Dec. 20
City of Dublin.....\$3528 J. R. Rae.... Dec. 30
Breconshire.....\$3507 G. E. Elliott Jan. 13

Also

FOR PORTLAND, OREGON,
IN CONNECTION WITH

OREGON RAILROAD AND NAVIGA-
TION COMPANY.

Monmouthshire.....\$3874 W. A. Evans Dec. 23
Aberfeldie.....\$3777 J. Murray... Jan. 27

THE attention of Passengers is directed to
the very cheap rates offered by the Line.

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Ta-
bles. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS.
THE YELLOWSTONE NATIONAL PARK route.
Passengers to EUROPE may proceed by one of
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Govern-
ment Services.

Through Bills of Lading issued to Pacific
Coast Points, and to Canadian and United
States Ports.

Consular Invoices of Goods for United States
Ports should be in quadruplicate, and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Port-
land, Or. (whichever may be the destination
of the Steamer).

Parcels must be sent to our Office (with
address marked in full) by 5 P.M., on the day
previous to sailing.

For further information apply to
DODWELL & CO., LIMITED,
General Agents.
Hongkong, 1st December, 1899. (1499a)

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS.)

THE Steamship

"CLYDE,"
Captain C. T. Denny, R.N.R., carrying Her
Majesty's Mails, will be despatched from this
for BOMBAY, &c., on SATURDAY, the 9th
December, at Noon, taking Passengers and
Cargo for the above Ports.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay with Transhipment.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 27th November, 1899. (15)

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO

CENTRAL AND SOUTH AMERICA
AND EUROPE;

VIA

THE OVERLAND RAILWAYS,
AND

ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) Saturday, 23rd Dec.,
at Noon.

Coptic (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) Saturday, 20th Jan.,
1900, at Noon.

Gaelic (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) Tuesday, 13th Feb.,
1900, at Noon.

THE Company's Steamship

"DORIC,"

will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA & HONOLULU,
on SATURDAY, the 23rd December, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
RIO GRANDE, and NORTHERN PACIFIC
RAILWAYS, also the CANADIAN PACIFIC
RAILWAY on payment of £4 in addition to the
regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways, and from
Chicago to destination the choice of direct
lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel
Packages will be received at the Office until 5 P.M., same
day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Freight and
Passage, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 30th November, 1899. (15)

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TOSA MARU.....	YOKOHAMA (DIRECT).....	TUESDAY, 12th Dec., at 4 P.M.
H. Friser.....	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI (WOSUNG), KOBE and YOKOHAMA.....	THURSDAY, 14th Dec., at 4 P.M.
RIOJUN MARU.....	MARSEILLES, LONDON & ANT- WERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.....	FRIDAY, 15th Dec., at Noon.
HAKATA MARU.....	KOBE and YOKOHAMA.....	THURSDAY, 21st Dec., at 4 P.M.
KAGOSHIMA MARU.....	NAGASAKI, KOBE and YOKO- HAMA.....	SATURDAY, 23rd Dec., at 4 P.M.
YAWATA MARU.....	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MEEBOURNE.....	FRIDAY, 29th Dec., at 4 P.M.
FUTAMI MARU.....	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID.....	FRIDAY, 29th Dec., at 4 P.M.
AWA MARU.....		

For further information as to Freight, Passage, Sailings, &c., apply at the Company's
Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 5th December, 1899.

NORDDEUTSCHER
LLOYD.



HAMBURG-AMERIKA
LINE.

(Freight Service.) (East Asiatic Service.)
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK
SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*KONIGSBERG.....	HAVRE and HAMBURG.	About 15th December.
Christiansen.....	(LONDON with transhipment in HAMBURG)	About 2nd January.
AMBRIA.....	HAVRE and HAMBURG.	About 10th January.
Burnmeister.....	(LONDON with transhipment in HAMBURG)	About 20th January.
*SARNIA.....	HAVRE and HAMBURG.	About 20th January.
Fuchs.....	(LONDON with transhipment in HAMBURG)	About 20th January.
*SILESIA.....	MARSEILLES, HAVRE & HAMBURG.	About 20th January.
Behrens.....	(LONDON with transhipment in HAMBURG)	About 20th January.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and
a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents.

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TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Na-
gasaki, Kobe, Inland
Sea, Yokohama and
Honolulu) Saturday, 9th Dec.,
at Noon.

NIPPON MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Wednesday, 3rd Jan.,
1900, at Noon.

AMERICA MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Saturday, 27th Jan.,
1900, at Noon.

THE Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA and HONOLULU, on
SATURDAY, the 9th December, at Noon,
taking Freight and Passengers for Japan, the
United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities
of the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
RIO GRANDE, and NORTHERN PACIFIC
RAILWAYS, also the CANADIAN PACIFIC
RAILWAY on payment of £4 in addition to the
regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways, and from
Chicago to destination the choice of direct
lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel
Packages will be received at the Office until 5 P.M., same
day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Freight and
Passage, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 14th November, 1899. (1310)

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
& Honolulu) Saturday, 16th Dec.,
at Noon.

THE Company's Steamship

"CHINA,"

will be despatched for SAN FRANCISCO,
via SHANGHAI, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA and HONO-
LULU, on SATURDAY, the 16th December,
at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States of Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the

NAVAL NOTES.

The Naval Manoeuvres.

On the preliminary cruise the battleships of the 11 fleet encountered very heavy weather, which served at least to show the many disadvantages of low freeboard vessels. Thus the *Daily Graphic's* correspondent in the Benbow states: "I spent the greater part of the morning watching the battleships and cruisers as they ploughed their way through the heavy sea. The *Rodney*, our next astern, was making bad weather of it, and every now and then a great wave would leap over her bows and smother her up to the fore barbettes. Then as her black nose heaved itself slowly up, the water poured from off her deck, in white cascades or in leaping spray over her funnels. The *Thunderer*, however, was far the most interesting object in the line to watch. Her exceptionally low freeboard makes her a very wet ship, in even a moderate sea, and this morning there was nothing visible beyond her funnels and the spar-deck. Her fore-castle, quarter-deck, and turrets were far down under water, buried in creamy white foam—a veritable submarine battleship. The terrific force of old Neptune was vividly borne in upon one, while watching our ponderous battleships bob up and down like corks in a mill-race, and the question whether they could fight their guns under stormy conditions is not a difficult one to answer. The *Thunderer* would not be able to fire a shot for her whole strength lies in her big guns, and they are generally under water. The "Admiral" class, to which the *Benbow*, *Hove*, *Collingwood*, and *Rodney* belong, is very little better than the *Thunderer* in this respect, and it is satisfactory to know that all the new ships for the navy are being laid on the lines of the *Albatross*. This vessel, with her great freeboard, keeps herself dry in a heavy sea, and her gun turrets can be opened without fear of taking in tons of water. She is, moreover, a healthier and much more comfortable ship to live in, and these two considerations alone outweigh the pretensions of the older vessels, that they offer a smaller target to the enemy."

The behaviour of the new 11,000-ton cruisers in the heaviest weather was superb. They are steady and comfortable, and from their great length do not lose their speed.

French Gunnery.

The returns of recent target practice by the French Mediterranean fleet at the *Rocher des Mides* have been published, though no particulars are given of one important factor—the size of the target. At ranges from 2,400 to 4,900 yards the following were the best and worst records.

Ships.	Shots.	Hits.	Per Cent.	Time.
<i>Cassard</i>	51	37	72	9 min.
<i>Friant</i>	60	41	68	15 "
<i>Du Chayla</i>	50	35	61	13 "
<i>Jauréguiberry</i>	52	32	61	28 "
<i>Gallie</i>	36	21	58	10 "
<i>Tréhouart</i>	51	30	59	27 "
<i>Linois</i>	36	22	61	13 "
<i>Charley</i>	40	22	55	22 "
<i>Manit</i>	28	15	53	27 "
<i>Jennapet</i>	24	5	21	15 "
<i>Mastena</i>	12	2	17	12 "

For purposes of comparison it may be stated that the best British record is the cruiser *Scylla's* 80 per cent., obtained in the Mediterranean in the presence of independent markers, and against the ordinary service targets for quick-firers. So far we know, no other British ship has come at all near her. The French shooting seems to be very good indeed.

The Admiralty and Target Practice.

The Admiralty have directed that in future when a ship goes out for prize-firing at least two officers from other ships shall attend as umpires. Since the punishment cruise of the *Australia* officers and men alike have recognised the importance of compiling a return that will not excite official wrath, and there have been rumours, purely malicious we hope, that some of the returns have been more or less apocryphal. But whatever may have been the actual motive underlying this order, it is another gratifying indication of the interest felt by the Admiralty in what is unquestionably the most vital part of naval routine. It is a mere platitude to say that a war ship exists that she may sink, burn, or capture the enemy, and to do this she must place her first reliance on her guns. Nor will anyone dispute the statement that a ship making 60 per cent. of hits is the exact equivalent of two sister ships making 30 per cent. of hits. Take a hypothetical but not unnatural case. Two ships, equally armed, are cleared for action. On the ship where gunnery has been neglected the first broadside will be a range-finder. On the other ship, where the men have been practised in good shooting, they will probably get two shots in. In thirty seconds, before the demoralised crew have recovered from the shock, another broadside from the better disciplined ship will probably record five hits, and the enemy is wiped out of existence. It is said that the shooting at some of the recent prize-firings has been deplorably bad, but we hope the report is incorrect, as, owing to the fearfully destructive powers of modern explosives, a very few rounds will settle the most formidable antagonist, and therefore it is of paramount importance that our gunners shall obtain the first hits. The appointment of umpires to attend prize-firing is therefore a step in the right direction, as whatever may be the merits or demerits of the case the Admiralty will be placed in possession of the exact truth. For if our men are indifferent shots, it is far better to know the fact than to make the discovery when it is too late.

The Transport of an Army Corps.

As the Navy undertakes the task of providing transport in the event of an army corps being unfortunately needed in South Africa, a great deal of work will fall upon the Admiralty. An army corps at full strength without covering troops, musters 35,000 men, 10,118 horses, 98 machines and other guns, and about 1,600 waggon, carts and vans. Besides these, from 10,000 to 15,000 covering troops to protect the line of communications are included. The following figures for some previous expeditions will indicate the amount of tonnage that is likely to be required:

More Cruisers Needed.

So far as the manoeuvres have taught a tactical lesson—and the fact that the two battle squadrons never faced each other, and that the destroyers and torpedo boats also, signally failed to effect anything worthy of notice, has impaired their value—it is that England needs far more cruisers, and that the larger ships

More Cruisers Needed.

So far as the manœuvres have taught any tactical lesson—and the fact that the two battle squadrons never faced each other, and that the destroyers and torpedo boats also, signally failed to effect any serious work of notice, has imparted their value—it is that England needs far more cruisers, and that the large ship is

out of all proportion more efficient than the small one. In fact, such types as the *Pelorus* and *Argonaut* in war would stand a very poor chance against the *Conde*, *Dupleix*, and *Duguay de Lamoignon*. The big cruiser, on the other hand, is fast in any weather, and can take care of herself. It is a significant fact that one of the five *Diadems* taking part in the exercises had to lower her flag. In war a cruiser engaged in reconnaissance work will always have to force her way through a screen of the enemy's cruisers, and to do this she must be a good fighting ship. Such considerations have led to the new and formidable types of armoured cruisers now under construction for the Navy. Of these we have six of 12,000 tons, four of 14,000 tons, and four of 9,800 tons. Next years Estimates ought to see the two latter groups doubled. From the armoured and the powerful batteries, which these ships carry, they could figure very passably in the line of battle, in spite of their great length and big turning circle.

Trial of the "Alabama."

A report of the builders' trial of the U.S. battleship *Alabama* on August 29, off Delaware Bay, over a distance of eleven and a half knots, states that in the last of the four runs made over this distance, she reached a rate of speed of 17 1/2 knots per hour. This speed was obtained under forced draught, 165 pounds of steam and 113 1/2 revolutions of the propellers. The wind at the time favoured the vessel, blowing strong from the north-east. The run immediately preceding the last one was made at the rate of 15 1/2 knots an hour, weather conditions being reversed. This makes the average speed for the two runs under forced draught 16 1/2 knots per hour. Her builders, Messrs Cramp, of Philadelphia, considered the trial very satisfactory, especially as the hull of the vessel under water could not have been in very good condition, not having been cleaned for over a year. The ventilating system in the fire rooms will probably have to be made more effective.

New Russian Cruiser.

The *Kronstadtiki Viesnik* states that the first vessel to be built at the new Government yard at Windau will be a Russian cruiser with protected deck. Her displacement will be 6,375 tons; length, 112 ft.; beam, 54 ft.; draught with full load, 20-3 ft.; speed, 23 knots. Her two engines, served by twelve Normans boilers, will develop 29,000 h.p. She will have three funnels, her foremost funnel being right forward. She will have two masts, each with a fighting top, and two bridges. The deck protection will be two centimetres in thickness along the whole length. Her armament will consist of twelve 6-in. Canon guns, 45 calibre, two in the fore and two in the aft turret, and eight in the casemates; twelve 7.5 centimetre 50-calibre guns in the battery, and eight 4.7 centimetre Hotchkiss guns; also five torpedo tubes, two under water broadside forward and three above water, two broadside aft and one right in the bows. Her freeboard will be 25 ft. 6 in.

Uncle Sam's Fleet.

Tremendous sums of money will be asked of Congress this Session for the support and maintenance of U.S. Navy. Estimates have now been prepared by the various bureaus for submission to the Secretary, and while they will be greatly reduced, the facts remain that the navy will require a vastly greater sum of money to maintain it in future than heretofore, even on a peace basis. Every bureau of the Department in its estimates shows that the appropriations must be largely advanced in order that the service may be efficiently maintained. Constructor Elchborn asks for \$1,000,000 alone for repairing ships; in previous years he has got along with \$250,000. He asks also for \$300,000,000 for new ships. Admiral Melville wants a good deal of money for his department and the Navigation Bureau has estimates for clerical hire and other expenses incident to the establishment of naval stations at Havana, San Juan, Cavite, and the administration of the government at Guam where a naval officer is Governor. The country will find out that to maintain a first-class navy in first-class condition requires a large amount of money.

Russia's New Battleship.

Details of new construction in Russia show that the enormous programme of last year is being steadily carried out. Of the six battleships projected under that programme five are now in hand. These five are the *Retvizan*, laid down at Philadelphia last December; the *Zvezda*, building in yards at La Seyne; the *Pontika*, *Borodino*, and *Imperator Alexander III.* in hand at St. Petersburg. A sixth battleship, to be named the *Orel*, will be shortly commenced. All will be of the *Retvizan* type, carrying four twelve inch, twelve 6-in., twenty 12 pdr. and twenty 3-pdr. guns. The armament of the *Kniaz Potemkin*, now completing at Nikolayev, has been changed. Instead of carrying eight 6-in. and four 4.7 in. quick-firers, she will receive as the main armament twelve 6-in. guns, on the Casemate system, in pairs, each on one mount, so that each pair is equivalent to a double-barrelled cannon. This is a novel idea. The *Kronstadtiki Viesnik* publishes some particulars of the battleship *Borodino* building at the docks of the new Admiralty, St. Petersburg. The length of the vessel is 397 ft.; beam 76 ft.; draught on an even keel, 26 ft.; displacement, 13,500 tons. Her engines will develop 10,000 horse-power. Like the *Retvizan*, building in France, she will have a special protection 1.916 in. thick against torpedoes. Her belt of armour will be 7 ins. thick in the upper part; 9 ins. in the middle, and 4 ins. in the lower part. According to the *St. Petersburg Vedomosti*, two new first cruisers will be begun shortly at Nikolayev. When finished they will form part of the Black Sea fleet. The *Novaya Vremya* states that the Russian cruiser *Diana*, 6,500 tons, of the same type as the *Pallada* will be launched at Galerny Island, St. Petersburg, on October 2.

FRANCE AND RUSSIA.

With the object of counterbalancing the Russian propaganda, says a Reuter's telegram, the French Government has instructed the Jesuits to enlarge considerably the French Faculty of Medicine, subsidised by the French Government in the East. A sum of two million francs will be given to the Jesuits for this work, which will make the establishment of the Faculty of Medicine at Beyrouth equal to those of Europe. The Examining Board, which comprises Senators, Clergymen, and Professors at the Faculty of Medicine of Paris is expected to arrive here in November, and will give advice on the task which is to be carried out.

PRAISE FOR SIR G. WHITE.

It is now believed that the Boers' chance of capturing Ladysmith has disappeared. Sir George White's splendid defence of the position has removed the painful impression caused by the reverse of the 30th October, and the adverse opinions then expressed as to his fitness for the command are being modified, if not changed entirely.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:

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Barker, A. M. Mamedine, E.
Baber, Miss Z. Mathens, A.
Blum, M. Moses, H. E. H.
Bird, E. G. McKay, A. L.
Dachmann, Mrs. E. MacDonald, Mrs. E.
Bowman, W. Moane, G. H.
Bingham, Mrs. McLeod, Mr. and Mrs.
Bewick, P. M. Moldjad, P.
Boully, Miss Martini, Sig.
Bandarera, H. McCoy, J. P.
Boisard, H. Monsarrat, F. G.
Barton, W. T. McClelland, Miss
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Dahl, L. Roberts, Mrs. D.
Dezso, D. Spallan Miss A.
Dorich A. Smallwood, E. E.
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Greenhagen, Mr. W. Stuart, Miss
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Hofstad, L. Shiarco, D. A.
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Heinsen & Co., C. Thompson, H.
Hesketh, S. B. Voebl, R.
Harrison, W. H. C. Wickens, H.
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Hongkong, 5th December, 1899. [1452a]

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Hongkong, 4th December, 1899. [1273a]

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THE Company's Steamship

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Hongkong, 16th November, 1899. [1433a]

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FOR NEW YORK, VIA SUEZ CANAL.

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"ASAMA."
Will be despatched for the above Port, on or about the 10th December.
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Hongkong, 23rd November, 1899. [1447a]

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"CHINGTU."
Captain Williams, will be despatched as above on WEDNESDAY, the 20th December.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engine.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
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Hongkong, 23rd November, 1899. [1456a]

CHINA NAVIGATION COMPANY, LIMITED.

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THE Company's Steamship

"CHINGTU."
Captain Williams, will be despatched on WEDNESDAY, the 20th December, at Noon.
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A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.
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Hongkong, 23rd November, 1899. [1459a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PATROCLUS."
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Hongkong, 5th December, 1899. [1502a]

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Hongkong, 21st November, 1899. [1266a]

Shipping.

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will be despatched for the above Port about the middle of January, 1900.
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Captain Amshury, having arrived will shortly land here for the above Port and will have quick despatch.
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Hongkong, 10th November, 1899. [1405a]

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S.S. "PRINZ HEINRICH," of the NORDDEUTSCHER LLOYD.

The above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 7th December, will be subject to rent.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 7th December, and MONDAY, the 11th December, at 9.30 A.M. All Claims must reach us before the 14th December, or they will not be recognized.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co., Agents.

Hongkong, 30th November, 1899. [1394a]

"BEN" LINE OF STEAMERS.

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No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant, will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 16th instant, or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant, at 2 P.M.
No Fire Insurance has been effected.
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Hongkong, 1st December, 1899. [1402a]

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